THE FOUR WINDS

ITEMS OF INTEREST FROM ALL QUARTERS

THE Russian Government has bought the Lockheed Electra (two Wasps) in which Dick Merrill and Jack Lambie made their double Atlantic crossing last summer.

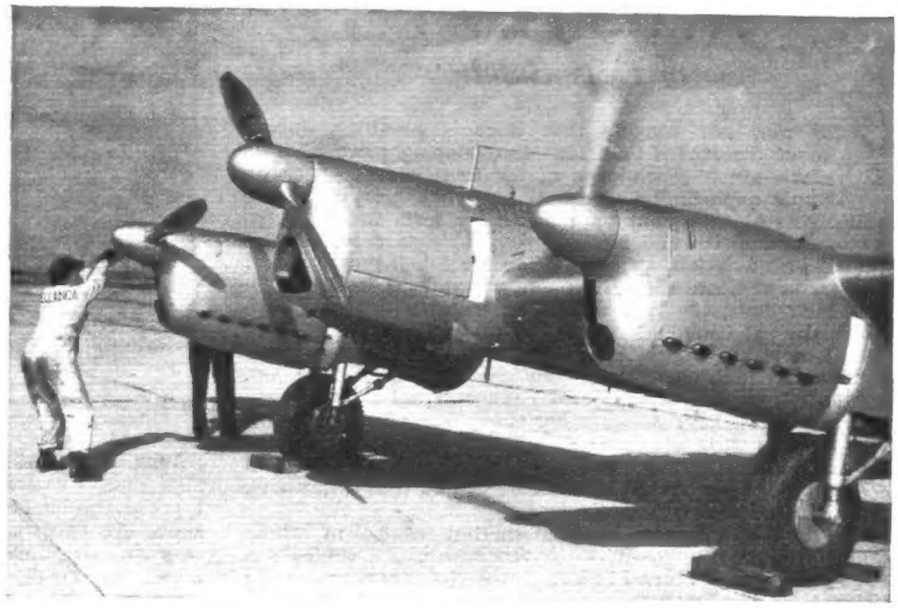
Since August 9 this year, when the export of military aircraft was first made subject to the requirements of a specific licence, 19 licences have been issued for the export of aircraft with engines of more than 500 h.p. each.

Symbolising the trend towards the use of more powerful engines, a new test-house just completed for the Pratt and Whitney concern can handle units of 3,000 h.p.—about twice as big as the largest present-day production types. Tests can be made simultaneously on engines and airscrews.

A special Christmas holiday exhibition at the Royal United Service Institution Museum, Whitehall, portrays, with a diorama and models, the development of Imperial air communications. Enlargements of *Flight* photographs are also included. Another special exhibition at the museum deals with air raid precautions.

Fokker has been granted the European representation for the Consolidated Aircraft Corporation, makers of the famous PBY flying boats, more than 200 of which have been supplied to the U.S. Navy. With two Twin Wasp engines the PBY does 186 m.p.h., and can remain aloft for 34 hours.

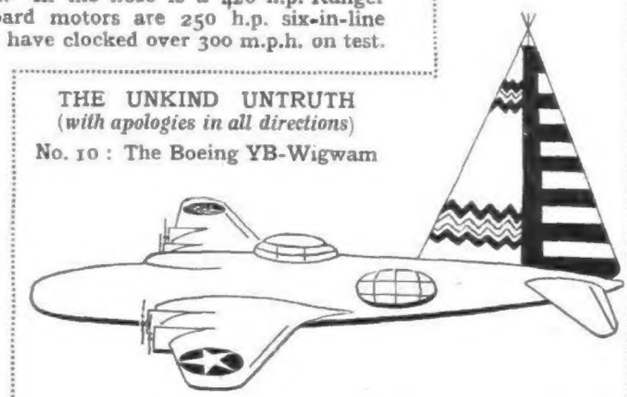
The granting of the agency was probably influenced by the fact that Fokker made such a big success of the sale of Douglases in Europe, more than 70 having been sold. The news is all the more interesting in view of the recent flight by fourteen PBYs from San Diego to Cristobal (3,008 miles) in 22 hours.



ASSORTED POWER: The special Bellanca monoplane in which Capt. Papana, the Rumanian pilot, intends to fly from New York to Bucharest. In the nose is a 420 h.p. Ranger vee-twelve; the outboard motors are 250 h.p. six-in-line Menascos. It is said to have clocked over 300 m.p.h. on test.

In consequence of the election defeat of the former Minister for Defence, Sir Archdale Parkhill, it is expected that the Commonwealth Aircraft Corporation will build aeroplanes for the R.A.A.F. not only of the American NA types, but also of various British types. Three firms mentioned are Fairey, Bristol and Hawker.

THE UNKIND UNTRUTH
(with apologies in all directions)
No. 10: The Boeing YB-Wigwam



FRANCO-GERMAN: This Dornier Do. 17 bomber, one of twenty ordered by Rumania, has two 950 h.p. Gnome-Rhone 14 No. radials. Normally fitted to the Do. 17 is the Daimler-Benz inverted vee, liquid-cooled.

M. Pierre Cot, the French Air Minister, speaking on Monday to airmen who had returned from the French Empire manœuvres, said that 98 machines had taken part in the flight from the home country and Africa to Indo-China. These manœuvres had demonstrated that France was in a position to send from Europe to Africa, in a few hours, squadrons whose bombing capacity was immense.

Twenty-five Years Ago

(From "Flight" of December 21, 1912.)

"Great strides have also been made in ascertaining the limitations of aircraft, and it is to be hoped that next year the artillery will be able to carry out firing experiments at objects in mid-air on Salisbury Plain. . . . It would be highly interesting, from a military standpoint, to ascertain whether artillery working in conjunction with powerful searchlights would be really effective in repulsing aircraft under such difficult conditions."